However it may be effected; but unjust prejudice often prevents people from trying a 'proprietary medicine,' until other remedies prove unavailing.

J. H. Ritchie, commission agent, Kingston, Aus-

"For years a confirmed sceptic as to the merits of proprietary medicines, I was at last converted by the use of Ayer's Cherry Pectoral. For months a bottle of this medicine, of which I had come into possession through the kindness of a friend, remained unopened in my closet, till one night I was seized with a violent cold accompanied by a racking cough. Having none of my usual remedies at hand, I thought of the Cherry Pectoral, and determined to give it a trial. The result was truly magical. Relief came almost instantly, and after repeating the dose, certainly not more than half a dozen times, I found myself thoroughly cured. Subsequently my daughter was cured of a sovere cough by the use of the Cherry Pectoral. I recommend this preparation to all sufferers from throat and lung

For Croup, Whooping Cough, Brouchitis, Asthma and Consumption the best remedy is

AYER'S CHERRY PECTORAL. Prepared by Dr. J. C. Ayer & Co., Lowell, Mass. Sold by all Druggists. Price \$1; six bottles \$5.

## WHAT SCOTT'S EMULSION HAS

OVER 25 POUNDS GAINED IN TEN WEEKS.

EXPERIENCE OF A PROMINENT CITIZEN.

THE CALIFORNIA SOCIETY FOR THE Suppression of Vice, San Francisco, July 7th, 1885.

I took a severe cold upon my chest and lungs and did not give it proper attention; it developed bronchitis, and in the fall of the same year I was threatened with consumption. Physicians orde me to a more congenial climate, and I came to San Francisco, Soon after my arrival I commence taking Scott's Emulsion of Cod Liver Oil with Hypophosphites regularly three times a day. In ten weeks my avoirdupois went from 155 to 180 pounds and over; the cough meantime ceased,

C. R. BENNETT.

Sold by all druggists.

YOU HARDLY REALIZE THAT IT IS MEDICINE when taking Carter's Little Liver Pills; they are very small; no bad effects; all troubles from torpid liver are relieved by their use.

### BARGAINS IN FURS AND WRAPS. We have made genuine reductions on all

FURS AND WRAPS. Those desiring bargains can now obtain them. The

finest goods manufactured are on exhibition consisting of SEAL JACKETS, CAPES AND SACQUES.

Monkey, Nutria, Mink, Persian and Astrachan CAPES AND MUFFS. The balance of PLUSH WRAPS at prime cost.

WILLETT & RUOFF. Hatters and Furriers.

GET THE BEST.

THE CONCORD HARNESS

LUTZ & BRO.

497 Penn, ave., adjoining National Hotel.

Horse Blankets and Lap Robes at low prices.

### STINEMETZ & SONS.

1237 PA. AVE., THROUGH TO 13TH ST.

LADIES' FUR DEPARTMENT. Great Reduction in BEAL JACKETS.

SHOULDER CAPES,

1 LOT OF CLOTH WRAPS AT \$7, \$10, \$15.

ALSO SEVERAL FINE WRAPS AT HALF THEIR

PERSONS WHOSE OCCUPATION GIVES BUT I little exercise are victims of torpid liver and con-stipation. Carter's Little Liver Pills will relieve you.

AT COST.

719

FRENCH GAUZES. FOR

EVENING WEAR.

In order to make room for our spring purchases we have made large reductions in all our Evening Goods able for

and will offer them at and below cost. These Goods being all new and of the latest designs, are most desir-BALL, DINNER AND EVENING WEAR.

45-inch Striped Gauzes with Silver and Gold Tinsel, in White and Silver, Cream and Gold, Cardinal and Gold, Gray and Silver, Black and Silver. Reduced to 80c.: former price \$1. 45-inch Fancy Striped Gauzes, in Cream and Gold

Blue and Silver, Pink and Gold, Blue and Gold, Maize and Gold, Black and Gold. Reduced to 90c.; former 45-inch Chenille Striped Gauzes, with Tinsel, in White and Silver and Cream and Gold. Reduced to

\$1.65; former price \$2. 46-inch Embroidered Gauzes, with Satin Stripes, in Cream, Blue, Pink, Cardinal, Gray and Maize, Reduced to \$2.25; former price \$2.75. Two Pieces of Very Handsome Embroidered Mons-

seline de Soie, in Pink and Blue, 41/4 yards each, 46 inches wide, the regular price of which was \$10. Re-45-inch Floss Striped Nets, in Blue, Maize, Nile and Cardinal. Reduced to \$1; former price \$1.35.

Many Short Lengths at half price. We invite an early inspection of these goods, before the assortment of colorings are broken.

E. G. DAVIS'.

719 Market Space, corner 5th st.

## 10 PER CENT REDUCTION

ON OPERA GLASSES, CLOCKS AND BRONZES

FOR 15 DAYS ONLY.

FRANK M. LEWIS.

JEWELER AND SILVERSMITH

1215 PENNA, AVE.

Established 1840.

SPECIAL ANNOUNCEMENT. BARTHOLOMAY BREWERY CO., of Rochester, N.Y.

durive to health, especially adapted for bottling pur-poses and family use. Our heer has the highest testi-monials for its purity from Analytical Chemists and is recommended and endorsed by many prominent physicians. We invite a trial order from any one de-siring a palatable and healthful drink at home. Our prices are as follows: rices are as follows:

Apollo, per case, two dozen bottles, \$1.50.

Fohemian, per case, two dozen bottles, \$1.50.

Bavarian, per case, two dozen bottles, \$1.50.

Standard, per case, two dozen bottles, \$1.25. belivered to any part of the city.

A discount to the trade,
BARTHOLOMAY BEEWERY CO., GEO. C. SUCRO,
Supt. Washington Branch 308 11th st. n. w.
Telephone cail 441.

THE ACTION OF CARTER'S LITTLE LIVER rills is pleasant, maid and natural. They gently stimulate the liver and regulate the bowels, but do not

Chicago Markets.

Chicago Mark Mr. Randall Still Improving. POR LADIES THE PEST AND PUREST TONIC is Angustura Buters. It effectually cares dyapepear tones up the system. Dr. J. G. R. SIEGERT & SON, manufacturers. At druggists. Mr. Randall was better today than he has been for sometime and was in a very cheerful

# EDITION.

infringe for claims their 1883 patent.

dict his testimony.

Tolstoi is Ill.

emiuent Russian novelist, is dangerously ill.

The Leconey Trial.

Going Again.

Plunger Benson Out Again.

Paris, Feb. 10.—Benson, the man who was

arrested at Nice for fraudulent practices, has

Perished in the Flames.

FITCHBURG, MASS., Feb. 10.-Last night the

house occupied by Miss Caroline Lane in Lun-

enburg was burned to the ground. Miss Lane, who was eighty years old and lived alone, per-

The Salt Lake Election.

SALT LAKE CITY, Feb. 10 .- At the municipal

election today a mayor, recorder, treasurer, as-

sessor and marshal of Salt Lake City will be

balloted for, as well as three councilmen and

one justice of the peace for each of the five

precincts of the city. The law passed at the last session of the legislature in relation to muni-

cipal organizations and elections has caused some

little confusion over its application. In the field

there are two parties, the "liberal party," made up of anti-Mormons and the "people's party," composed chiefly of Mormons. Only mono-

gamists can vote and they must subscribe to

an oath that they will not violate the anti-polygamy laws of Congress. The machinery

of the election is all controlled by the liberals,

but the people's party will make a bitter fight

FINANCIAL AND COMMERCIAL,

New York Stock Market.

The following are the opening and closing prices of the New York Stock Market; as reported by special wire to Corson and Macartney, 1410 F street:

Washington Stock Exchange.

1907, 123% bid, 123% asked. District of Columbia Bonds—Per imp. 6s, 1891,

District of Columbia Bonds—Per imp. 6s, 1891, coin, 103 bid, 104 asked. Per imp. 7s, 1891, currency, 104 bid, 105 asked. Market stock 7s, 1892, currency, 105 bid. 20-year fund, 6s, 1892, gold, 104 bid. 20-year fund, 5s, 1899, gold, 113 bid. Water stock, 7s, 1901, currency, 131 bid. 30-year fund, 6s, cold, 1992, 123 bid. Water stock, 7s, currency, 1903, 133 bid. 365s, 1924, fund, currency, 1225 bid. 1235 asked.

122% bid, 123% asked.

Miscellaneous Bonds—U. S. Electric Light bonds, 1st, 6s, 100 bid. U. S. Electric Light bonds, 2d, 6s, 110 bid. Washington and Georgetown Railroad, 10-40, 6s, 106 bid, 107 asked. Washington

and Georgetown Convertible bonds, 6s, 160 bid.

and Georgetown Convertible bonds. 6s, 160 bid. Masonic Hall Association 5s, 189s, 108 bid, 110 asked. Washington Market Company 1st mortgage, 6s, 110 bid. Washington Market company bonds, imp. 6s, 122 bid, 125 asked. Washington Light Infantry first mortgage bonds, 6s, 1904, 103 bid. Washington Light Infantry bonds, 2d 7s, 1904, 97% bid, 102 asked. Washington Gas Light Company bonds, series A. 6s, 121% bid, 122% asked. Washington Gas Light Company bonds, series A. 6s, 121% bid, 122% asked. Washington Gas Light Company bonds, series B. 6s, 121% bid, 122% asked. National Bank Stocks—Bank of Washington, 500 bid, 550 asked. Bank of Republic, 265 bid.

Miscellaneous Stocks - Washington Market

Mascellaneous Sucas — washington Market Company, 20 bid, 22 asked. Washington Brick Machine Company, 300 bid. Great Falls Ice Company, 160 bid. Bull Run Fanorama, 23 bid. National Safe Deposit Company, 242 bid, 252 asked. Washington Safe Deposit Company,

252 asked. Washington Safe Deposit Company, 128 bid, 150 asked. Pneumatic Gun Carriage, 74 bid, 1 asked. Washington Loan and Trust Company, 25 bid, 25 asked. American Security and Trust company, 53 bid, 345 asked.

Baltimore Markets.

BALTIMORE. Feb. 10.—Cotton firm—middling. 10%. Flour fairly active and steady. Wheat—southern firm and quiet; Fultz, 74884; Longberry, 7585; No. 2 red. nominal, 81% ass; steamer No. 2 red. red. to 10. 2 red. to 1

southern firm and quiet; Fultz, 74a84; Longberry, 75a85; No. 2 red, nominal, 81&a82; steamer No. 2, red, 76a77; western dull; No. 2 winter red, spot, 81a81&; February, 81a81&; March, 82a82&; May, 84&a84&; Corn—southern scarce and higher; white, 36a41; yeilow, 33a38; western, spot strong, futures dull; mixed spot, 37a37&; February, 37a37&; March, 36&a36&; April, 36&a36&; May, 36&a37; June, 37&; July, 38&a38&; steamer, 35&bid. Oats steady and unchanged—southern and Pennsylvania, 28a31; western, white, 29&a31; do mixed, 27a29; graded No. 2, white, 30a31; Rye nominal—prime to choice, 54a56.

ingu n and Baltimore first certificates, 99% a100%; conse/idated gas bonds, 113; do. stock, 56% a56%.

Name. O. C. Name. O. C.

een released from custody.

What Business Men Say About Latest Telegrams to The Star. the Situation.

THE TERMINAL QUESTION. EXILE FOR ORLEANISTS.

The Deputies Discuss the Repeal of the The Railroad Project Heartly Approved by Many Leading Citizens-Some, Patent Suits Won. However, Think it Would be Better to BALTIMORE, MD., Feb. 10.-The Borden brake company of Baltimore, through their counsel, Restore the Canal. today gained suits in the United States circuit court of this city against the Westinghouse air brake company of Pittsburg, the Northern Cenral railroad company and the Western Mary-

The proposition to build a railroad in the bed of the Chesapeake and Ohio canal, connect land railroad company for the infringement of ing this city with Cumberland, as set forth in the Borden quick action valve under reissue patent of April 2, 1889, the original date being June 26, 1883. The Borden company allege the the bid made by the recently incorporated Cumberland and Washington railroad company triple valves used on the Westinghouse break to lease the canal from the state of Maryland, has been quite generally discussed by business are positive that the canal is no longer avail-St. Petersburg, Feb. 10. -Count Tolstoi, the able as a waterway and strongly indorse the railroad scheme; others believe that the interests of the city would be best served by a CAMDEN. N.J.. Feb. 10.—The court room was restoration of the old canal; but all are agreed packed when the Leconey murder trial was rethat it is important that there should be either sumed this morning. Barrett Murray, the cola railroad or a canal. The new railroad com-pany has had a preliminary survey made of the ored farm hand, was subjected to a severe canal bank, and the report made is to the effect that the project is a feasible one. In the plans of the company, it is stated, is included an extencross-examination until the court adjourned. The witness denied that he had told several persons that the last time he saw the murdered tion from a point on the canal near the Point of Rocks to Baltimore, crossing the Metropoli-tan Branch of the Baltimore and Ohio near girl she was standing in the porch feeding the dog. These persons stood up in the court room to confront the witness and will contra-Boyds. It is to provide for this extension, it is stated, that Mr. Colton proposes to introduce in the Maryland legislature a bill to amend the New York, Feb. 10 .- At the Western national charter of the company. This plan for building a Baltimore branch is not viewed with much favor bank this morning it was said the Lenox Hill here by some business men, who think that the result might be that the Baltimore branch will bank was opened and paying those depositors who desired money. President Jordan said that he had not selected a board of directors be completed and the main line to Washington practically be abandoned. yet. He did not desire mere names, but would STAR reporters have interviewed a number of select efficient men who would benefit the inbusiness men on the subject of the proposed

> WHAT MR. JOHNSON SAYS. The only incorporator of the proposed railroad residing in this city is Mr. E. Kurtz Johnson. When a STAR reporter spoke to him this morning of the proposed extension of the line to Baltimore he expressed great surprise. "I never heard such a thing discussed," he said. "In all the talk I have had with my associates Washington has always been regarded as the southern terminal. In fact that is my only interest in the enterprise. There is no ques-tion but that the building of a railroad from Cumberland to this city would be of the greatest advantage to Washington, and for that reason I am favorable to the enterprise. Of course such a railroad would not be of advant-age to Baltimore and no doubt this proposed change, if such is to be made, is advocated by Baltimore interests. It will not have my support. One cause of the high freight rates to this city by water is due to the fact that boats are obliged to return empty. If, however, there is Cumberland coal here for transporta-tion then the boats can make a profitable re-turn trip and the rates will be much lower. since the plan of building a railroad from Cumberland has been made public I find that it has met with general favor among the citizens of Washington. I have had men tell me that they would like to take stock in the new road. There is no doubt but that the new road will be of great benefit to this city.

MYRON M. PARKER. "I am in favor of any plan," said Mr. M. M. Parker, the president of the board of trade. which will give additional railroad facilities to this city. The proposed road from Cumberland will undoubtedly do that and therefore I am in favor of it. When visiting at the Woodmont club I have sat on the porch there overlooking the Baltimore and Ohio railroad and it seemed of that country, both coal and other articles, to this city will be of great importance. A rail-road will take the place of the canal, which, in my opinion, can never be restored as a water way. There is no future for the canal. as any | Do., pref. | 49 | Reading | 41% | 41% |
Frie	26%	26%	26%	86a Ter	22%	
Friworth Cts.	35%	35%	Rock Island	94	93	
Hocking Val.	21%	21%	St. Paul	69%	69	
Hill, Cen.	114	114	Do., pref.	116	116	
Ken. & Tex.	10	10	St. P. M. & M	112%	112%	
Lake Shore	106%	106	Sugar Trust.	60%	60%	
Louis & Nash	89	88%	Tex & Pac	21%	21%	
Manhattan	103	103	Ten. C. and I.	83%	84%	
Mo. Pac	74%	74%	Chion Pac	66%	66%	66%
Mich. Cen.	95	95	Wabash	13	13	
N. Y. Cen.	106%	106%	Do., pref.	28%	28	
Lead Trust	19%	19%	West Union	84%	85 one can perceive who has traveled along its banks and has seen its condition. But the communication that has been destroyed ought to be restored, and a railroad, in my opinion, is the most feasible way of accomplishing that result. Our business interests demand better railroad fucilities and the proposed new railroad, to my mind, seems to be in that line. REPRESENTATIVE M'COMAS.	

Washington Stock Exchange.
Sales-Regular Call—12 o'clock m.; West End
National bank, 10 at 65; 2 at 64. Metropolitan
railroad, 25 at 175. Capitol and North O street
railroad, 22 at 64%. American Graphophone, 30
at 18%; 45 at 18%; 25 at 18%. Washington Loan
and Trust company, 10 at 2%.
Government Bonds—C. S. 4%s, 1891, registered,
103% bid, 104% asked. U. S. 4%s, 1891, coupon,
104% bid, 165% asked. U. S. 4s, registered,
1907, 123% bid, 123% asked. U. S. 4s, coupon,
1907, 123% bid, 123% asked. A STAR reporter intercepted Representative McComas in a wild rush for one of the doors to the House this morning. They were calling the roll on the floor and six expectant citizens were standing in a row waiting impatiently for the reporter to finish with the honorable gentleman so as to seize him themselves. The interview was then, to put it mildly, hurried. "I have been studying the matter all summer," said Mr. McComas; "the canal is in my district and I am, of course, interested. I am and have always been in favor of keeping the canal as a waterway and having nothing to do with a railway. The establishment of two railroads would not pay Washington for the loss of the canal as a carrier for heavy freights. I understand that the Chesapeake and Ohio canal is one of the longest in the world and, put on business principles, I have not the shadow of a doubt but what it would prove a paying investment. Nothing can compare to a waterway as a carrier for heavy freight, such as coal. England and the European governments understand this and in those countries, even where canals have been abandoned, they are being re-established for the purpose of carrying the coal to the larger cities.

JOHN A. BAKER. Mr. John A. Baker, the dealer in agricultural supplies, said: "Well, really, Mr. STAR man, I have not given the matter enough serious thought to be able to discuss it to much advantage. There is one thing, however, that is fairly settled in my mind, and that is that railroad would be a much better investment for Georgetown and the rest of the District generally than a canal would ever be.'

National Bank Stocks—Bank of Washington, 500 bid, 550 asked. Bank of Republic, 265 bid, 300 asked. Metropolitan, 260 bid, 267 asked. Central, 275 bid. Second, 184 bid. Farmers and Mechanics, 188 bid, 200 asked. Citizens, 167 bid. Columbia, 178 bid, 190 asked. Capital, 170 asked. West End, 63 bid, 65% asked. Capital, 170 asked. West End, 63 bid, 65% asked. Railroad Stocks — Washington and Georgetown, 276 bid, 300 asked. Metropolitan, 170 bid, 180 asked. Columbia, 62% bid, 75 asked. Capitol and North O Street, 63% bid, 65 asked. Eckington and Soldiers' Home, 52 bid. Insurance Stocks—Firemens, 43 bid. Franklin, 50 bid. Metropolitan, 80 bid. National Union, 20 bid, 20% asked. Arlington, 180 bid, 190 asked. Corcoran, 63 bid, 68 asked. Columbia, 16 bid, 17 asked. German-American, 180 bid. Potomac, 90 bid, 89 asked. Riggs, 8% bid, 8% asked. Peoples, 5% bid, 6 asked.

Title Insurance Stocks—Real Estate Title, 122 bid, 130 asked. Columbia Title, 6% bid, 6% asked. C. A. SCHNEIDER'S SONS. Mr. Schneider of C. A. Schneider's Sons, iron works, said: "A railroad would be far better than a canal. What is needed on the other side of the creek is something to liven up things generally and this might succeed. More railroad accommodations are needed in this city, anyhow. During this last year all business has suffered greatly on this account and if the old roads get hold of this new one that is being bid, 130 asked. Columbia Title, 6% bid, 6% asked.
 Gas and Electric Light Stocks—Washington Gas.
 43 bid. Georgetown Gas, 45 bid. U. S. Electric talked of I don't see how we are going to be Light, 109 bid, 115 asked.

Telephone Stocks — Pennsylvania, 25 bid.
Chesapeake and Potomac, 85% bid, 86% asked.
American Graphophone Company, 18% bid, 19 any better off." J. P. AGNEW AND CO.

In answer to a STAR reporter's questions about the future of the canal Mr. John Spencer, superintendent for J. P. Agnew & Co., the coal dealers, said: "The coal men are all of them canal men and do not want a railroad in the canal bed. All the coal business of Georgetown has always been done by canal. Of course there is a possibility that we will have to change to a railroad, but as a carrying agent that could never compete with the old waterway. The proposition to build a railroad has caused a great deal of worry to people whose business has been done over the canal, for they do not want a railroad. They are all fixed for unloading and shipping by a waterway and have absolutely no facilities for a railroad. I am firmly convinced, too, that affairs will be so arranged that the canal can be rebuilt, and I hope so, for if we have a road they can fix rates to suit themselves, for they will have no com-petitor except the Baltimore and Ohio." Mr. Archibald Greenlees of the firm of Jno. P. Agnew & Co., coal dealers, said: "What Washington wants and needs and should strive for is 29% a31; do mixed. 27a:20; graded No. 2, white, 39a:11. Rye nominal—prime to choice. 54a:56. Hay flat—prime to choice timothy, 13.00a:13.50. Provisions steady and unchanged—mess pork, old 10, new 11; bulk meats, loose shoulders, 5%; long clear and clear rib sides, 5%; sugar-pickled shoulders, 5%; sugar-cured smoked shoulders, 6%; hams, 10% a11%; lard, refined, 7%. Butter steady—western packed, 15a:20; best roll, 16a:18; creamery, 25a:27. Eggs firm—western, 12% a13. Petroleum firm—refined, 7.50. Coffee firm—Rio cargoes fair, 19%. Sugar steady—A soft, 6%. Copper firm—refined, 13a:13%. Whisky firm—1.03a:1.10. Freights to Liverpool per steamer nominal—cotton, 40c; flour per ton in sacks, 20s.; grain per bushel, 6d. Cork for orders—prompt, 44:9d.aos. Saies—wheat, 45,000 bushels; corn, 112,000 bushels. the restoration of the canal. It made Georgetown in years gone by and would revive the lost trade. I do not believe that Washington has ever been considered as a terminus of the pro-posed road, and I don't believe it worth while trying to get it. I think that the men behind the scheme proposed to stop at Williamsport and transfer their cars there to the Western

GEO. W. CISSELL.

Mr. Geo, W. Cissell said: "Georgetown men would be satisfied with either canal or railroad, but I can tell you they want one or the 112,000 bushels.

BALTIMORE, Feb. 10.—Virginia 10.40's, 35; do. th, ees, 66; Baltimore and Onio stock, 99% a100; Northern Central stock, 69% a70; Cincinnati, Washingu and Baltimore first certificates, 99% a100%; onsolidated gas bonds, 113; do. stock, 50% a50%. will have to be supplied. The feed about four miles above, beyond the chain bridge, would give plenty of water at our level. If a railroad comes I do not believe there will be a raise of prices, but the whole thing is so mixed up that there is no telling what will be the outcome. We would like to have one or the other right away, but fear it will be some time before we have either."

CORNELIUS ECKHARDT. Mr. Cornelius Eckhardt, book keeper for J. E. Libbey, the lumber merchant, said: "Of course

CANAL OR RAILROAD? all our teams a day or a day and a haif to un-load a single car. I am sure that a road with its terminus in Georgetown would be the biggest thing the town could possibly have. There is no telling when the canal could ever be put in the same condition it was before. A canal, it is true, would offer the cheaper means of transportation, but the certainty of delivery by rail would more than compensate. We receive no freight by canal, and if we had it back it would only make our shipments up the canal cheaper. But I really think that if we had the two side by side we would use the road. Our last shipment up the canal was by the Balti-more and Ohio on the 18th of July, when we sent a load to Seneca. This was the last busi-ness we have done in that direction, except when wagons have come in for loads."

WHEATLEY BROTHERS. Mr. Wm. Wheatley, of Wheatley Brothers, lumber dealers, said: "I am sure the canal if it were rebuilt would never pay. All the old boats have been used up and no new ones built, and in a canal so liable to damage as this no one would care to build new ones now. I doubt if there are more than a hundred boats men here. Various views are expressed. Many fit for service, and at any reasonable rate of toll a canal could never pay. On the other hand, a railroad could be built rapidly and put in running order. It would open up a new section of country to Georgetown, for at Cumberland it would connect with the West Virginia Central, a road that runs through some of the best coal and timber lands in West Virginia. This would make Georgetown once more a great coal distributing point. The West Virginia Central would send in a vast amount of coal of a cheaper grade, which is now wasted. They have no outlet for it now, as they have to send it over other lines, which are interested in coal beds of their own and discriminate against them. Now the West Virginia Central can only afford to send out its coke and very fine coal. It would be cheaper for them to send all right here. It would also open up to Georgetown a vast territory covered with hard wood lumber around West Virginia which is as yet undeveloped. The men who are interested in the proposed new railroad are also interested in Georgetown and Washington, and I do not think they would let it be turned away from here to Baltimore. A railroad out of Georgetown would open up a fine suburban residence section to this city. I have talked with grain and lumber shippers and local business men generally, and I can assure you they are almost unanimous in favor

> COMMISSIONER HINE. Commissioner Hine, speaking of the matter, said: "I am of the opinion that a railroad to Cumberland along the bed of the old canal would be a good thing, although I am inclined to believe that the canal would be better. However, it seems as though nothing would ever be done toward rebuilding the canal and a rail-road is the next best thing."

JAMES F. BARBOUR. Mr. James F. Barbour, the lumber merchant. said: "There is no doubt but that a railroad along the bed of the old canal to Cumberland would be a good thing for Washington. It would open up the country and be of immense local advantage. I trust it will be laid."

H. I. GREGORY. Mr. H. I. Gregory, stove and furnace dealer, said: "Something should undoubtedly be done to give us direct freight communication with Cumberland, and I am glad to see that a railroad along the bed of the canal is contemplated. I trust it will be built."

WM. H. BAUM. Mr. Wm. H. Baum, the wood and coal merchant, said to the reporter: "The canal was certainly of the greatest advantage to me and I was sorry to see it go. As to this new scheme I really knew nothing of it until I saw it mentioned in The STAR a few days ago. Personally I would prefer a canal, but if we cannot oped. The only question in my mind is whether a railroad would not be a much more expensive means of transportion. It is certainly true that a railroad could not be a success if it charged the same rates of toll as a

E. E. JACKSON AND CO. Mr. I. N. Jackson of the firm of E. E. Jackson & Co., the lumber dealers, said: "I think to build a railroad is really the only thing that can be done under the circumstances. There is no earthly chance of the canal being rebuilt. and if it is what reason have we to believe that the same fate would not overtake it once more?

W. D. WYVILLE. Mr. W. D. Wyville said: "I think the plan a good one-that is if operated by a company other than the Baltimore and Ohio railroad." JAMES F. OYSTER.

James F. Oyster: "There is no doubt of the benefits Georgetown will derive from railroad communication with Cumberland along the bed of the canal. I trust the road will be laid." N. H. SHEA.

N. H. Shea: "A grand scheme and one that JOSEPH ATKINS.

Joseph Atkins, shipping clerk and manager for Frank Hume, said: "The idea of connecting Cumberland with Georgetown by a railroad is a good one and the best way to utilize the old canal. I sincerely hope the road will be built, as we cannot have too many railroads far off. coming into Washington."

SAMUEL EMERY. Mr. Samuel Emery, the wood and coal dealer: "The railroad plan is undoubtedly a good one, and, in fact, the only practicable one, as it seems nothing will ever be done towards reconstructing the old canal, and even though it | had no intention of helping to annihilate Forwas reconstructed they could not get boats to aker. run on it. The old ones are rotten by this time.'

"There is no doubt in my mind as to the desirability of the proposed road," remarked President B. P. Snyder of the National savings bank, "for I think that this would materially decrease all the freight tariffs into town. But it looks to me like a movement in the Baltimore and Ohio interest, and I do not hope that Washington will be selected as the terminus of the road if it is built. In such matters this city is usually hopelessly in the minority. But it would be most advantageous if it should

happen." GEO. L. SHERIFF. "My opinion is," said Mr. George L. Sheriff, the coal dealer, "that the canal would be of more benefit to the District, as the boats containing coal could be taken out in the river as heretofore and unloaded on wherves along the river front. By having a railroad the dealers would have to haul from the depot in Georgetown. In my judgment the canal could be made to pay by proper individual management.'

C. C. BRYAN. Mr. C. C. Bryan, grocer, thought that it would prove of great benefit to Washington if the proposed road were built.

JOHN H. MAGRUDER. John H. Magruder, the grocer, was very enthusiastic in his approval of the scheme to build a railroad, and even declared that it would be of sufficient benefit to the citizens of Washington for them to "chip in" on the cost, if necessary. "I think," he said, "that this would be the means of reviving the trade of Georgetown, which draws for its sustenance upon the magnificent wheat farms of upper Maryland. If the canal is abandoned and the road is not built to this city Georgetown is killed as a manufacturing center, and you know well enough that Georgetown contains nearly all of our manufacturing establishments. think that there should be a proviso in any lease that was granted to any company stipulating that the terminus of the road should be

JAMES L. BARBOUR. James L. Barbour thought a railroad down the canal the only feasible scheme. "It is out of the question," said Mr. Barbour, "to start railroad and being obliged to cut their freight rates to a ruinous figure. I am satisfied, on the other hand, that a railroad would not only prove a paying investment but that it would work to the best interests of Maryland and of the District."

Mr. Barbour was asked what he thought of the proposed branch line running from a point below Point of Bocks to Baltimore, and he was of the opinion that the branch, if built, would be a great disadvantage to Washington and should be resisted. "We want the terminus right here in Washington," he continued, "and with the channel cleared out as it is proposed, coal can get to the tide water about as quick by way of Washington as by Baltimore." WILLIAM GIBSON.

Mr. William Gibson said: "Whatever we are I cannot speak for the firm. I can only say going to have-railroad or canal-let's have it

what I think myself, but I am sure that without as soon as possible. The canal might be moda canal business in this town is dead. We have lost all the trade we had upon the canal as far as Seneca. All the lumber we receive by rail we have to haul three or four miles, and it takes Baltimore will allow us to get the tidewater

terminus. GEORGE GIBSON. Mr. George Gibson said: "I want to see an other railroad here, provided of course that it loes not take possession of that portion of the city which the other roads have left. As between railroad and canal there can be no argunent. The Chesapeake and Ohio canal was an old-fashioned, unimproved arrangement any

such a road as is proposed by the newly incor-porated company." O. G. STAPLES. Col. O. G. Staples said: "Let us have the railroad and let us have it in a hurry. We don't want the canal; a canal is old fogyism. In these days our desire is continually to get there and to get there quickly." JOHN W. THOMPSON.

Mr. John W. Thompson: "The movement is good one and the originator should be given very inducement to lay the road. I don't think the canal will ever amount to anything. It is too far gone.'

H. D. COOKE. Mr. H. D. Cooke: "The scheme is a good one and there's money in it." A BOLD, BAD FORGERY.

That's What Senator McPherson Calls the Ballot Box Paper. SENATOR STOCKBRIDGE AND REPRESENTATIVE MOREY ALSO BEFORE THE HOUSE INVESTIGAT-ING COMMITTEE-WOOD SAID IT WAS INTENDED

TO "CATCH" FORAKER. The House committee on the Ohio ballot box orgery resumed its sessions this morning and called Senator Stockbridge of Michigan to the stand. He was shown exhibit A (the forged paper) and denied having signed it or knowing anything about a ballot box bill or contract. He added that the forged signature of his name was not a good imitation of his true

signature.

support its character.

Senator McPherson of New Jersey, the next witness, said he had a number of occupations, but had no ballot box industry among them. He also knew nothing of the forged paper and declared his signature a bold torgery and a bad one at that. The witness having referred to the ballot box matter as a conspiracy, Mr. Turner asked if he knew anything of a conspiracy in that connection. He replied that when a gentleman had abundant opportunity to ascertain the falsity of such a charge, but hastened instead to give it to the world it might be regarded as a conspiracy.

Gov. Foraker inquired if it would not depen on the circumstances under which the paper had been procured and the apparent proof to

SENATOR M'PHERSON'S FIRST INTENTION. Senator McPherson replied that as the paper. f genuine, would degrade and ruin public men and properly so, they should have been consulted, to do so when it was possible, by traveling four or five miles. His first impulse on reading the publication had been to have every man connected with it arrested within forty-eight

Gov. Foraker-Hadn't you better do that yet, Senator? The courts are still open. Senator McPherson-I don't know: Halstead got down in the dirt and rolled over in his humiliation and attempted to remedy the wrong, which changed the situation somewhat. A TALK WITH MR. HALSTEAD.

James W. O'Neil of Lebanon, Ohio, testified as to a conversation he had with Mr. Halstead respecting the forgery when the latter said he was not the man between the mill stones; that soon. I presume a railroad would be more ness was convinced that Mr. Halstead believed on to Senator Sherman's denial Mr. Hala section of country hitherto but little devel- stead replied that he would not mention any republican names, but he hoped for reason that went beyond state lines and were as broad as the nation itself, that the gentlemen would not deny the genuineness of their signatures. REPRESENTATIVE MOREY OF OHIO

testified that he had told Mr. Halstead that he doubted the genuineness of James E. Campbell's signature. Mr. Halstead had insisted the signatures were all right and had shown him the photographic copy of the paper to convince him, besides referring to "contract 1000" as an ably drawn document. The collateral facts, Mr. Halstead argued, established the genuineness of Campbell's signature. However, if it appeared otherwise, his plain duty would be to make the truth known. In the end he convinced witness that the paper was genuine. INTENDED TO CATCH FORAKER BUT NOT HAL-

John L. Pfau of Cincinnati told of a conver-

sation he had with Wood after his release from prison. Wood had remarked that nobody whose name was on the paper had had him ar-rested and that he had to stand the brunt of the whole business. In answer to witness Wood had said that Gov. Foraker and Mr. Halstead will be of immense benefit to the citizens of told this to Mr. Halstead, who said of course Washington, for a railroad along the bed of he believed so. Wood had further the old canal will open up a new country." with Gov. Foraker and never expected to trap any more; that they never expected to trap Halstead. Wood said that he (Wood) had been made the innocent tool to trap Foraker. He didn't say who had used him as a tool, but when witness suggested John McLean and T. C. Campbell he acknowledged that he wasn't

To Mr. Turner witness said he believed that Wood's exact words were: "To catch Foraker." Wood had outlined the plan to be to have Foraker publish the paper; then come out and prove it to be a forgery and crush Foraker, Wood said he didn't see that until the thing was over, and he was the innocent tool, for he

In answer to further questioning on the point by Mr. Turner and Mr. Wilson the witness said that his understanding of the matter was that Wood had failed to get an original paper for Mr. McLean and then had drawn up a forged copy from memory, which he had supplied to Gov. Foraker. Mr. McLean knew this (so witness gathered from what Wood said) and was just waiting for Gov. Foraker to use it to expose the forgery. HADDEN CROSS-EXAMINED.

Lewis M. Hadden was recalled for crossexamination. To Mr. Grosvenor he said that on June 28 he had told Gov. Foraker that he believed there was written evidence that Campbell, Butterworth and Mckinley were final cially interested in the ballot box bill. Had not testified before as to his visit to Mrs. Wood because he had not been asked. There were gentlemen at the table who knew he had paid Mrs. Wood money and he expected to be examined about it. The witness was about to explain that he had no notice to conceal payments of money to Mrs. Wood, but Mr. Grosvenor cut him off on the ground that his statement was not responsive to the question. This led to A LITTLE SPAT

between Mr. Grosvenor and the chairman, who insisted that the witness had a right to make his statement. The committee was appealed to and finally Mr. Grosvenor was allowed to proceed with the cross-examination. He asked if the statement by a responsible man, while the republican party was demoralized by the publication of the retraction, that he had seen an original paper a year before would not have stopped the stampede.
The witness replied that in his judgment it

would not, for after Mr. Halstead had manfully admitted that the paper was a forgery, no matter how many genuine articles he pub-lished he could not make people believe them. HADDEN'S INTERVIEW WITH HALSTEAD. Mr. Grosvenor referred to Mr. Halstead's

statement that Hadden had told him he knew nothing about the paper. Witness told his version of the interview. Mr. Halstead had expressed his conviction that the paper was a forgery and asked witness to tell him where the paper came from. Witness repeated what Wood had told him, which Mr. Halstead said agreed with what he had learned. Mr. Halstead had not asked about any other paper and witness did not volunteer a statement, for the the canal again. It could not be made to pay reason that he wanted to be governed by the running parallel to the Baltimore and Ohio views of Gov. Foraker and the other gentlemen he had spoken with. His acquaintance with Mr. Haistead had been very slight. That was one of the reasons why he didn't feel like opening up to Mr. Halstead, who had always been hostile to him. It might have been wise to have told Mr. Halstead that he had an important fact bearing on the paper about which he wished to consult Gov. Forthrough being pulled out of bed at a late hour and being told that the paper was a forgery. Witness had believed it to be genuine up to that time, T. C. Campbell's paper being the strong-est corroborative evidence. Mr. Grosvenor wished to know why witness

remained silent four weeks and let the crash He replied that Gov. Foraker and other peo-Adjourned until tomorrow.

YOUNG JIM THE PENMAN. A Youthful Clerk Distinguishes Himself as a Forger.

TWO BANKS PAY OUT HUNDREDS OF DOLLARS ON COUNTERFEITS OF DR. A. P. FARDON'S NAME-HOW HE CLEVERLY DESTROYED THE EVIDENCE

A series of forgeries by which two of the national banks of the city have been victimized have been under investigation for several days. The result was now. The city would be greatly benefited by deccision reached this afternoon the officers of the Columbia national bank to place formally under arrest the young man charged with the crimes. These forgeries are startling, both in their daring and in the amounts involved, when the youth of the accused is considered. The name of the young man is James M. Watson. He is about seventeen years old. He occupies a desk in the offices of Dr. A. P. Fardon, the real estate broker, 1326 F street. He had been so engaged since last April, and appears during that time to have greatly improved his penmanship, in fact acquiring considerable facility in imitating the handwriting of others. Recently Dr. Fardon was sick and confined to his

> Fardon's name was cleverly forged. COVERING HIS TRACKS. The whole amount of Watson's alleged forgeries so far as discovered is about \$1,600, but he so daringly destroyed the evidence of his 365.5 metres—distance 521 m., or 1,709 feet transactions that it is not at all certain but that

he obtained a great deal more, Dr. Farden's bank book and cancelled checks were delivered to him by the cashier of the West end bank on an order afterward found to be forged and Watson destroyed the cancelled checks, so that the evidence they contained cannot be procured.

When required to sign his name on the back of a check it is charged he appropriated the name of Martin Ryan, one of Dr. Fardon's clerks. When suspicion was directed to him and evidence was obtained Watclerks. son admitted his guilt. He lives with his parents at 215 4% street. Since last Friday he has been under surveillance while the bank officers have been taking steps to recover, if possible, some of the money. This afternoon, as stated, it was decided to place him formally under arrest.

DR. FARDON'S STORY.

"His first forgery of my name so far as discovered," said Dr. Fardon this afternoon when asked by a STAR reporter about Watson's transactions, "was just after I had my bank book written up in the Columbia bank about Octo-ber I last. This was a check for the sum of \$100, and dated October 5, followed some weeks after by one for \$200 and other larger amounts, aggregating in all about \$1,600. In addition to my account with the Columbia bank I opened an account January 7 with the West End bank, the day of the opening of that bank. I had drawn about twenty checks upon this bank and left my book to be written up.
"On January 27 he presented at that bank a

check for \$350, which was paid. On January 31 he presented another check for \$350 and an order for my bank book. The cashier gave him my bank book with the canceled checks and paid the check of \$350.

HE BURNED THE CHECKS. "Watson burned up, as he states, all the checks," Dr. Fardon continued, "and placed the bank book upon one of my desks under some papers. What led to the discovery of the orgery was that when I sent my clerk to the West End bank for my bank book and canceled he was disposed to hang the paper up in the checks the cashier informed him that he had have it let us have a railroad, and that right | window so that everybody might see it. Wit- given them to a boy who came there with an order for it. In pursuing the investigation as toward the zenith. In circulation and patrongenerally useful than a canal, for it would fur- the paper to be genuine. When witness called to who got the bank book, from the cashier's description of the boy, suspicion rested upon Watson and he was identified by the cashier. After one or two denials he became emotional and confessed as to his transactions in both banks. A large part of the money that he drew upon the last check paid him at the West End bank was found upon his person. HE WAS ALONE.

"The young man is about sixteen or seventeen years of age," said Dr. Fardon, "and was \$1,600 are made.

W. W. Ware and Joseph Cole of Garfield City Eric Noble, an accountant, who has desk room n my front office, which gave him opportunity to become familiar with my signature. places of deposit, &c. He confessed to his for all the checks and identified all that he had not nirs of their famous excursion in the shape of destroyed. He stated that no one connected my office was at all connected these transactions and that he forged the name of one of my with

cierks on the back of one of the checks. the checks were written payable to the order or myself, and he therefore had to forge my name, not only in the body of the check, but also as an indorsement. Whether he has forged my name to any other checks or papers I have yet been unable to discover. He admitted that he had practiced a long while upon my signature, and as it is a hard one to imitate I am surprised that he could have counterfeited

#### THE DISTRICT IN CONGRESS. A Prohibition Bill-New Bridge Across the Eastern Branch, Etc.

Mr. Platt introduced in the Senate today a bill prohibiting the manufacture and sale of spirituous and intoxicating liquors in the District of Columbia. The bill first explains that in this act the term spirituous and intoxicating liquors shall include all mixed drinks, all beers and cider when drank on the premises. The second section provides that at the expiration of the present licenses no one shall sell or barter, or give away, or manufacture any liquor except for medicinal, mechanical or scien-tific purposes. No liquor is to be sold for medicinal purposes except by prescrip-tion of a regular medical practitioner, and any person desiring liquor for mechanical or scientific purposes shall make application accom-panied by an affidavit setting forth the purpose and shall be supplied by regular druggists, Regulation is made for the sale of wine for sacramental purposes. The fine is placed at not less than \$100 nor more than \$500 or imprisonment of six months, and the law shall go

in force on November 1, 1890. FOR A NEW BENNINGS BRIDGE. The bill providing for a bridge across the Eastern branch in place of the frame structure known as Bennings bridge was introduced in the Senate today. The bill, as stated in THE STAR, appropriates \$60,000 for this purpose. NEGLECTED STREETS NEAR THE CAPITOL.

A petition came to the Senate today from a number of tax payers of northeast Washington complaining that certain parts of the city were neglected in the improvements made.
The petition referred especially to Capitol Hill and mentions Massachusetts avenue in that section. This street is called a road of mud within three or four squares of the Capital Distrect too the position says. the Capitol. D street, too, the petition says, within two blocks of the Capitol, between Delaware avenue and Massachusetts avenue, is still in a condition unfit for carriage or pedestrian. No part of the appropriations applicable for this street since 1878 has been applied. It also between Massachusetts avenue and C street is in the same condition. The petition then asks that something be done for this portion of the city and asks for a hearing in the matter.

Capitol Topics.

The House committee on Indian affairs today took up the Senate joint resolution authorizing the removal of the Apache Indians now prisoners at Marion barracks, Ala., to Fort Sill reservation, in Indian territory. There are now 390 of the prisoners, 311 of whom are women and children. IDAHO AND ARIZONA.

The Senate committee on territories today directed Chairman Platt to favorably report the bill for the admission of Idaho as a state and it will be reported to the Senate on Wednesday. A favorable report was also ordered upon Senator Cullom's bill approving the funding act of Arizona. An amendment by the committee extends the life of the bonds from twenty-five to fifty years. MR. BLAIR'S BILL In the Senate this afternoon the Oklahoms

bill was faid aside without final action and the bill to aid in the establishment and temporary support of common schools was taken up as the "unfinished business." Mr. Blair resumed his argument in favor of the bill. The Sloux Lands Proclamation.

The President this afternoon issued the CHILDREN CRY proclamation opening to settlement the Sioux reserve in South Dakota. OMITTING THE CABINET MEETING. -The regular cabinet meeting will not be held on Wednesday of this week.

BUT FEW CHANGES EXPECTED. The Baltimore M.E. Conference Not Likely to Transfer Many District Pastors.

At the session of the Baltimore annual conference of the M.E. church, which will be convened at Cumberland on the 4th of Mrrch, but few changes will be made in the pastorates of the churches of this city, owing to the fact that the five-year rule is in force and that but few pastors have served that term. It is understood, however, that in a few congregations the five-year rule is not regarded with favor and changes are likely to occur. The congregation of Waugh through the official board is de-desirious of having a successor to Rev. J. A. Price, and already a committee has been ap-pointed to urge that a minister from ontside the Washington district be sent there, and it is said the preference is one now serving in Balti-

#### was employed as a clerk to a gentleman who THE CENTER OF THE DISTRICT. Results of the Computations Made by the Coast Survey.

The following letter has been transmitted by Prof. T. C. Mendenhall, the superintendent of the coast and geodetic survey, to the Engineer Commissioner of the District:

"The position of what is known by the name home for several weeks. During that period it of the 'Jefferson pier' in the District of Columappears young Watson obtained considerable bia has been computed from recent measures sums of money from the Columbia bank and taken by Assistant C. H. Sinclair. By some the West End bank on checks, to which Dr. this stone was supposed to mark the center of the District. This is, however, not the case; the intersection of the diagonals of the (supposed) square lies to the northward of it about 371.5 metres and to the westward of it about about.

The foundation of the pier was uncovered and over the middle of it a stone was set as nearly as could be judged in the place of the old pier; triangulation made last month showed this mark to be in 38° 53' 23.23" and 77° 02' 12.48". Now we find the latitude of the Capitol, center of dome, to be 38° 53' 28.25" hence the pier is, within a foot or two, in the parallel of the Capitol, and we further conclude that the original position was, or was intended to be, in the latitude of the Capitol (dome), or in the prolongation of the middle line or axis of East Capitol street; it is, further, very nearly in the meridian of the middle of the White House or in the axis of 16th street, as shown by the azimuth: pier to flagstaff on White House 179° 57.4, so that a shift of the stone westward of about 2.2 feet would bring it in the meridian of the White House. The stone now marking the Jefferson pier is 37.4 m. north and 113.5 m, west of the center of the Washington obelisk, hence distant from it 119.5m. or 395 feet nearly.

Wants Some of Burnside's Money. A letter has been received by Register Clagett from Hastings, England, making inquiry for a Mr. Burnside who died in this country about five years ago, leaving a large amount of money. The writer, one Mowbray, states that his mother was a Burnside.

#### The Star Has No Rivals. From the Indianapolis News.

A recent number of the Washington STAR gave a description of its building and equipment, and statistics of its growth and present condition. It is one of the most successful papers in the world, a fact due to skillful management, It is able and progressive, and has won a hold upon its great constituency that is surpassed nowhere. Washington has been called "the graveyard of newspapers," but in all the coming and going of journalistic ventures the STAR has steadily advanced age no paper there has ever been able to pare with it. It has no rivals.

A. B. Bibb, C. E. Barry and Julius J. Atkinson, jurors in the Circuit Court, were excused

An assignment of Moses Colman, dealer in house furnishing good at 1311 7th street north-west, was recorded today. The assignment is to Ernest Sweetzer and preferences of about

were fined \$1 by the Police Court last week, and not \$5, as stated. MEMBERS OF THE INTERNATIONAL AMERICAN Conference have received additional souve-

exquisitely gotten up sketches of Detroit, sent by Parke, Davis & Co. of that city. Range of the Thermometer Today. The following were the readings at the signal office today: 8 a.m., 28; 2 p.m., 41; maximum, 43; minimum, 26.

America Leads the World in taste and the refined customs of civilization. Of 2.454,504 cases of champagne imported into the United States during the last ten years over 25 per cent was "G. H. Mumm's Extra Dry,"

whose imports were over 200,000 cases in excess of any other brand. Quanty will tell. MARRIED. CLARK-FOOTE. On Wednesday, January 29, 1800, by Rev. I. L. Townsend, D.D., at the Church of the Incarnation, I RANK CLARK and JESSIE 8, FOOTE, daughter of the late Lyman Foote, surgeon U.S.A.

GERHARDT-DEWALT, On Thursday, February 6, GERHARDT—DEWALT. On Thursday, February 6, 1890, at the Epiphany church, by the key, R. H. Mc-Kim, A. L. GERHARDT to Miss LOLA S. DEWALT both of Washington, D.C.

MEYER—LEWIS. On Wednesday, January 29, 1890, by the Rey, Father Ryan of the Church of the Immaculate Conception, GERHARDT A. MEYER and Miss LILLIE M. LEWIS.

## DIED.

ANDERSON. On Sunday, February 9, 1890. at 10:30 a.m., MARTHA ANDERSON, beloved wife of Frank Anderson, in the forty-fifth year of her age. Dearest mother thou hath left us, flere thy loss we deeply feel; Eu 'tos God that hath bereft us, lie can all our sorrows heal.

BY HER CHILDREN. Funeral will take place Wednesday afternoon at 2 o'clock from the Metropolitan Wesley Zion church Friends and relatives invited. GOVER. On Sunday, February 9, 1890, at 3 a.m., Mrs. CATHARINE GOVER, reliet of the late Robert Gover, in the ninety-second year of her age.
[Leesburg, Va., papers please copy.] GURLEY. On Sunday, February 9, 1890, at 10:50 p.m., at her residence, 1739 E street northwest, after a long and painful illness, GEORGE GURLEY, beloved son of Ada Gurley, aged twelve years ten months

and thirteen days. Gone out all his toil and suffering, For an angel came and whispered Darling Georgie, do come home. Funeral Wednesday, 3 o'clock p.m.

HUGHES. On February 9, 1890, at 4:30 p.:... THOMAS L., beloved son of the Rev. P. H. and Susan Hughes, aged (wenty-one years. Thy gentle voice now is hushed. Thy warm, true heart is still. And on thy young and innocent brow is resting death's cold chill.

Thy hands are clasped upon thy breast,
We have kissed thy lovely brow,
And in our aching hearts we know
We have no darling now.
By His MOTHER. BY HIS MOTHER.

His remains will be interred at Warrenton, Va.

KIMMEL. On Sunday, February 9, 1890, at 10:50

a.m., HIRAM H. KIMMEL, beloved husband of Mary

L. Kimmel

Good by, father, you have left us,
Left us here all alone;
God, with all Your tender mercy,
May Your mercy to him be shown.
By His CHILDREN.

By His Children.

Funeral from his late residence, 92 K street northeast, on Tuesday the 11th instant at 2:30 p.m.

SULLIVAN. The remains of the late DANIEL F.

SULLIVAN will be removed from the vault at Mount
Olivet cemetery for interment tomorrow (Tuesday).

February 11, at 3 o clock p.m.

TOOMBS. On February 8, 1890, at 2 o'clock p.m.,
JOHN C. TOOMBS, beloved husband of Edline Toombs
in the sixty-second year of his age.

Lord, I approach the mercy seat

Lord, I approach the mercy seat
Where thou dust answer prayer;
There humbly fall before thy feet,
For none can perish there. BY HIS CHILDREN Funeral from his late residence, corner One-half and N streets southwest, Monday at 2 o'clock p. m.

## CARLSBAD.

This season of the year is the most suitable for the use of the well known Carlsbad Sprudel Salt. Since five centuries Carlsbad has been acknowledged by the medical faculty to be the best and most effective mineral Salt for all ailments of the liver, cat

mineral Salt for all aliments of the liver, catarrant ar-fections of the stomach, bile, bile pigment, gallstones, temporary and habitual constipation, &c.

Millions of people all over the world have been cured by the use of this celebrated spring and it deserves to be made known to all suffering from above and kindred diseases who have not heard of it or used it before. It acts mildly without pain and regulates the secretions of the stomach. The genuine imported Carisbad Sprudei Salt has the signature of FISNER & MENDELSON CO., Sole Agents, New York, on the nack of every bottle. seck of every bottle.

FOR PITCHER'S

CASTOBIA